

Joint Planning and Development Office (JPDO)

ATM-Weather Integration Plan DRAFT v1.5

8717 **F. ACRONYMS**

ACRONYM	DEFINITION
2D	Two Dimension
3D	Three Dimension
4-D	Four Dimension
4-D Wx Data Cube	Four Dimension Weather Data Cube
4-D Wx SAS	Four Dimension Weather Single Authoritative Source
4-DT	Four Dimension Trajectory
A/DMT	Arrival / Departure Management Tool
AACR	Automated Airspace Congestion Resolution
AAR	Airport Arrival Rate
ACES	Airspace Concept Evaluation System
ACM	Adjacent Center Metering
ACP	Airspace Congestion Predictor
ADDS	Aviation Digital Data Service
ADR	Airport Departure Rate
ADS	Automatic Dependent Surveillance
ADS-B	Automatic Dependent Surveillance-Broadcast
AFP	Airspace Flow Program
AGL	Above Ground Level
AIM	Aeronautical Information Management
AIRE	Atlantic Interoperability Initiative to Reduce Emissions
AIRMET	Airman's Meteorological Information
AIV	Atmospheric Impact Variable
AIXM	Aeronautical Information Exchange Model
AJN	FAA Operations Organization
ALNOT	Alert Notice
ANS	Aviation Network Service
ANSP	Air Navigation Service Provider
AOC	Air Operations Center
API	Application Programming Interface

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APREQ	Approval Request
ARR	Arrival
ARTCC	Air Route Traffic Control Center
ASIAS	Aviation Safety Information Analysis and Sharing
ASOS	Automated Surface Observing System
ASPIRE	Asia and South Pacific Initiative to Reduce Emissions
ASPM	Aviation System Performance Metrics
ASR-8/9/11	Airport Surveillance Radar Models 8, 9, and 11
ASR-WSP	Airport Surveillance Radar Weather System Processor
ATC	Air Traffic Control
ATCSCC	Air Traffic Control System Command Center
ATCT	Air Traffic Control Tower
ATIS	Automated Terminal Information System
ATL	Hartsfield-Jackson Atlanta International Airport
ATM	Air Traffic Management
ATM-WIP	Air Traffic Management – Weather Integration Process
ATS	Air Transportation System
AWG	Aviation Weather Group
AWOS	Automated Weather Observing System
AWRP	Aviation Weather Research Program
AWSS	Automated Weather Sensor System
BA	Big Airspace
C&V	Ceiling and Visibility
CAASD	Center for Advanced Aviation System Development
CAT	Clear Air Turbulence
CAT I	Facility providing operation down to 200 feet decision height and runway visual range not less than 2600 feet.
CAT II	Facility providing operation down to 100 feet decision height and runway visual range not less than 1200 feet.
CAT III	Facility providing operation possibly down to no decision height and no runway visual range. Can possibly use auto pilot for landing.
CATM / C-ATM	Collaborative Air Traffic Management
CATM-T	Collaborative Air Traffic Management Technologies
CAVS	Cockpit Display of Traffic Information Assisted Visual Separation

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CbTA	Control by Time of Arrival
CCFP	Collaborative Convective Forecast Product
CD	Concept Development
CDA	Continuous Descent Arrival
CDF / cdf	Cumulative Distribution Function
CDM	Collaborative Decision Making
CDQM	Collaborative Decision Queue Management
CDR	Coded Departure Route
CDTI	Cockpit Display of Traffic Information
CE	Concept Exploration
CIP	Current Icing Product
CIT	Convective Induced Turbulence
CIWS	Corridor Integrated Weather System
CLEEN	Continuous Low Energy, Emissions and Noise
CM	Capacity Management
CO	Carbon Monoxide
CO2	Carbon Dioxide
COI	Communities of Interest
ConOps	Concept of Operations
CONUS	Continental United States
CoSPA	Consolidated Storm Prediction for Aviation
CREWS	CTAS Remote Weather Service
CSC	Computer Sciences Corporation
CSPR	Closely Spaced Parallel Runways
CTA	Controlled Time of Arrival
CTAS	Center-TRACON Automation System
CWAM	Convective Weather Avoidance Model
CWSU	Center Weather Support Unit
DARP	Dynamic Airborne Reroute Procedures
DASI	Digital Altimeter Setting Indicator
DD	Departure Director
DEP	Departure

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DFM	Departure Flow Management
DFW	Dallas Fort Worth International Airport
DHS	Department of Homeland Security
DME	Distance Measuring Equipment
DOC	Department of Commerce
DOD	Department of Defense
DOJ	Department of Justice
DOT	Department of Transportation
DSR	Display System Replacement
DSP	Defense Service Provider
DST	Decision Support Tool
EA	Enterprise Architecture
EDCT	Expected Departure Clearance Time
EDR	Eddy Dissipation Rate
EFVS	Enhanced Flight Vision System
EMS	Environmental Management System
EN	Enabler
ERAM	En Route Automation Modernization
E-RBD	Equity-based Ration-by-Distance
ETA	Estimated Time of Arrival
ETE	Estimated Time Enroute
ETMS	Enhanced Traffic Management system
EVS	Enhanced Vision Systems
E-WITI	En-route Weather Impacted Traffic Index
FAA	Federal Aviation Administration
Facilities	Transform Facilities Solution Set
FANS	Future Air Navigation System
FAR	Federal Aviation Regulation
Far-Term	2018 – 2025 (Full NextGen)
FAWB	Federal Aviation Weather Board
FBI	Federal Bureau of Investigation
FCA	Flow Constrained Area

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FCFS	First-Come First-Served
FCM	Flow Contingency Management
FCT	Future Concepts Team
FDIO	Flight Data Input/Output
FDM	Flight Data Manager
FDR	Flight Data Report
FEA	Flow Evaluation Area
FET	Flow Evaluation Team
FIP	Forecast Icing Product
FIS-B	Flight Information Service-Broadcast
FL	Flight Level
FlexTerm	Increase Flexibility in the Terminal Environment Solution Set
FMS	Flight Management System
FOC	Flight Operations Center
FSD	Full System Development
FSDM	Flight and State Data Management
FSM	Flight Schedule Monitor
GA	General Aviation
G-AIRMET	Graphical Airman's Meteorological Information
GBAS	Ground-Based Augmentation System
GBT	Ground-Based Transceivers
GC	Ground Controller
GDP	Ground Delay Program
GNSS	Global Navigation Satellite System
GPS	Global Positioning Satellite
GPSM	GDP Parameter Selection Model
GRASP	Generalized Random Adaptive Search Procedure
GS	Ground Stop
GSE	Ground Support Equipment
GTG	Graphical Turbulence Guidance
GUI	Graphical User Interface
HCS	Host Computer System

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HEMS	Helicopter Emergency Management System
HF	High Frequency
HiDensity	Increase Arrivals/Departures at High Density Airports Solution Set
HITL	Human In The Loop
HPA	High Performance Airspace
HRJ	Hydrotreated Renewable Jet
HRRR	High Resolution Rapid Refresh
HRRRE	High Resolution Rapid Refresh Model
hrs	Hours
HUD	Head-Up Display
I&I	Implementation and Integration
IAH	George Bush Intercontinental Airport
IASDF	Improved Management of Arrival/Surface/Departure Flow Operations
ICAO	International Civil Aviation Organization
ICR	Integrated Collaborative Routing
IDAC	Integrated Departure/Arrival Capability
IDRP	Integrated Departure Route Planning
IDFL	Interactive Dynamic Flight List
IES	Integrated Enterprise Solution
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMC	Instrument Meteorological Conditions
IOC	Interim Operational Capability
IPE	Integrated Program Execution
IPM	Integrated Program Modeling
IR	Infrastructure Roadmap
ITBFM	Integrated Time-Based Flow Management
ITWS	Integrated Terminal Weather System
IWP	Integrated Work Plan
JFK	John F. Kennedy Airport
JMBL	Joint Meteorological and Oceanographic Brokering Language
JMDB	Joint Meteorological and Oceanographic Data Base

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JPDO	Joint Planning and Development Office
JPDO WG	Joint Planning and Development Office Working Group
km	Kilometer
LAAS	Local Area Augmentation System
LAHSO	Land And Hold Short Operations
LAX	Los Angeles International Airport
LC	Local Controller
LIDAR	Light Detection and Ranging
LLWAS	Low Level Windshear Alerting System
LOA	Letter of Agreement
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
LR	Lagrangian Relaxation
LWE	Liquid Water Equivalent
M2M	Machine-to-Machine
MADE	Military Airspace Data Entry
MAP	Monitor Alert Parameter
mb	Millibar
MDCRS	Meteorological Data Collection and Reporting System
MEA	Minimum En Route Altitude
METAR	Aviation Routine Weather Report (an hourly surface weather observation)
METOC	Meteorological and Oceanographic
Mid-Term	2010 – 2018 (Transition to NextGen)
MIT	Miles in Trail
MIT/LL	Massachusetts Institute of Technology Lincoln Laboratories
MITRE	The MITRE Corporation
MM	Maxflow/Mincut
MoG	Moderate or Greater
MPA	Mixed Performance Airspace
NAS	National Airspace System
NAS EA	National Airspace System Enterprise Architecture
NASA	National Aeronautics and Space Administration

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NASEIM	NAS-Wide Environmental Modeling
NASR	National Airspace System Resource
NAVAID	Navigational Aid
NCEP	National Center for Environment Prediction
NCWF-6	National Convective Weather Forecast - 6
NCWP-6	National Convective Weather Product - 6
NDFD	National Digital Forecast Database
Near-Term	Current to 2010
NetFM	Network Flow Model
NEVS	Network Enabled Verification System
NextGen	Next Generation Air Transportation System
NEXRAD	Next Generation Weather Radar
NIP	NextGen Implementation Plan
nm	Nautical Mile
NNEW	Next Generation Air Transportation System Network Enabled Weather
NOAA	National Oceanic and Atmospheric Administration
NOTAM	Notice to Airmen
NO _x	Nitrogen Oxides
NRA	NASA Research Announcement
NTML	National Traffic Management Log
NWP	Numerical Weather Prediction
NWS	National Weather Service
NWX	National Weather Index
NYC	New York Center Airspace
OAG	Official Airline Guide
OAT	Outside Air Temperature
ODNI	On-Demand NAS Information
OEP	Operational Evolution Partnership
OGC	Open Geospatial Consortium
OI	Operational Improvements
OPD	Optimized Profile Descent
ORD	Chicago O'Hare Airport

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OTN4-D	Oceanic Trajectory Management Four Dimensional
OTV	Obstructions to Visibility
PAAR	Planned Arrival
PAR	Periodic Auto-Regressive
PCA	Polar Cap Absorption
PCP	Probability Cut-off Parameter
PD	Prototype Development
PDC	Proposed Departure Clearance
PDF / pdf	Probability Density Function
PDT	Proposed Departure Time
PGUI	TMA Plan View Graphical User Interface
PIC	Aircraft
PIREP	Pilot Report
Plan	JPDO-ATM Weather Integration Plan
PMF	Probability Mass Function
POET-R	Research Version of the Post Operations Evaluation Tool
PRM-A	Precision Runway Monitor – Alternate
QMS	Quality Management System
R&D	Research and Development
RACW	Route Availability in Convective Weather
RAPT	Route Availability Planning Tool
RB	Route Blockage
RBS	Ration-by-Schedule
REDAC	Research Engineering and Development Advisory Committee
REPEAT	RAPT Evaluation and Post Analysis Tool
RNAV	Area Navigation
RNP	Required Navigation Performance
RPD	Resource Planning Data
RR	Rapid Refresh
RRE	Rapid Refresh Ensemble
RRIA	Reroute Impact Assessment
RTA	Required Time of Arrival

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RUC	Rapid Update Cycle
RVR	Runway Visual Range
RWI	Reduced Weather Impact
RWSL	Runway Status Lights
SAA	Special Activity Airspace
SAAAR	Special Aircraft and Aircrew Authorization Required
SAMS	Special Use Airspace Management System
SAS	Single Authoritative Source
SAWS	Stand Alone Weather Sensor
SBAS	Satellite-Based Augmentation System
SBS	Surveillance Broadcast Services
S-CAOSS	Super Computer Aided Operational Support System
SCG	Stochastic Congestion Grid
SDF	Louisville International-Standiford Airport
SDO	Super Density Operations
SDSS	Surface Decision Support System
SEP	Solar Energetic Particles
SESAR	Single European Sky Air Traffic Management Research
SEVEN	System Enhancement for Versatile Electronic Negotiation
sfc	Surface
SFO	San Francisco International Airport
SID	Sudden Ionospheric Disturbance / Standard Instrument Departure
SIGMET	Significant Meteorological Information
SIT	System-Integrated TMI
SITS	Security Integrated Toolset
SM	Statute Mile
SME	Subject Matter Expert
SMS	Surface Management System
SOA/IT	Service Oriented Architecture/Information Technology
SoG	Severe or Greater
SOP	Standard Operating Procedure
SOx	Sulfur Oxides

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SPARC	Strategic Planning Advisory Review Cadre
SSA	Shared Situational Awareness
SSE	Safety, Security, and Environmental Performance Solution Set
SSFS	SFO Stratus Forecast System
SSMT	System Safety Management Transformation
SSOA	Solution Set-Oriented Analysis
SSP	Security Service Provider
STA	Scheduled Time of Arrival
STAR	Standard Terminal Arrival
STBO	Surface Trajectory Based Operations
STL	St Louis International Airport
SUA	Special Use Airspace
SVS	Synthetic Vision System
SWAP	Severe Weather Avoidance Plan
SWIM	System-Wide Information Management
T Routes	Trajectory Routes
TAF	Terminal Area Forecast
TBFM	Time-Based Flow Management
TBM	Time Based Metering
TBD	To Be Determined
TBO	Trajectory Based Operations
TDWR	Terminal Doppler Weather Radar
TFDM	Trajectory Flight Data Management
TFM	Traffic Flow Management
TFMS	Traffic Flow Management System
TGUI	TMA Timeline Graphical User Interface
TM	Traffic Manager
TMA	Traffic Management Advisor
TMC	Traffic Management Coordinator
TMI	Traffic Management Initiative
TMU	Traffic Management Unit
TOS	Trajectory Options Set

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TRACON	Terminal Radar Approach Control
TRL	Technology Readiness Level
TSA	Transportation Security Administration
TSD	Traffic Situation Display
T-WITI	Terminal Weather Impacted Traffic Index
UAS	Unmanned Aircraft Systems
UAT	Universal Access Transceiver
URET	User Request Evaluation Tool
US	United States
UTC	Coordinated Universal Time
V&V	Validation and Verification
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOLPE	Volpe Center / Volpe National Transportation Systems Center
WAAF	Weather Avoidance Altitude Field
WAAS	Wide-Area Augmentation System
WAF	Weather Avoidance Field
WAIWG	Weather Air Traffic Management Integration Working Group
WARP	Weather and Radar Processor
WATRS	Western Atlantic Track Route System
WIST-1	Weather Integration Sub Team Number 1
WITI	Weather Impacted Traffic Index
WITI-B	Weather Impacted Traffic Index for Sever Weather
WJHTC	William J. Hughes Technical Center
WMO	World Meteorological Organization
WP2	Work Package 2
WRF	Weather Research and Forecasting Model
WTIC	Weather Technology in the Cockpit
WTMD	Wake Turbulence Mitigation for Departures
WV	Wake Vortex

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Wx	Weather
Z	Zulu Time – Equivalent to UTC
XML	Extensible Markup Language
ZTL	Atlanta Air Route Traffic Control Center

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